

APR 13 1939

No. 156 6733

Section 2

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29th March 1939 When handed in at Local Office 29th March 1939 Port of Baltimore, Maryland
 No. in Survey held at Baltimore, Maryland Date, First Survey 25th March Last Survey 26th March 1939
 Reg. Book. 77212 on the Steel S.S. "KENNEBEC" (No. of Visits 2)

TONNAGE: — Built at Port Glasgow By whom R. Duncan & Co. Ltd. YEAR 1919 MONTH 8
 GROSS 5548 Owners Anglo-American Oil Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 4696 Managers F. J. Wolfe Port belonging to London
 NET 3422

Surveyed Afloat or in Dry Dock? afloat Name of Dock Oil Pier, Canton Destined Voyage
 WB=CeMDBorDBa feet; uE&B feet; f feet
 Total capacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 97212 Port Nure

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarized in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined —

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. % for Special Survey. Date of last Survey and of Periodical Surveys.	Year in which examined.	Machinery and Boiler Surveys (including date of N.D., if any)
*100 A1 5,00-100.2-39		*LMC 1,37
ssNwc.No.3-9,33		BS 2,39
ssFal.No.1-37		TS CL 2,39
Carrying oils in bulk F.P. above 150°		
F. Fitted for oil fuel 8,19 F.P. above 150° F.		

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 7 1/2 ins.

Was a damage report made by anyone else? If so, by whom? — Rudder mainpiece

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Stated to have been sustained through striking the wood power boat "Margaret L" when proceeding up channel in Chesapeake Bay on the 25th March, 1939 at 1.17 A.M.

When lying afloat, discharging cargo, at Oil Pier, examination made externally and internally and excepting for some white paint on the fore side of stem bar above the 26 foot draft marks no other evidence of collision visible.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair or Repaired								
Fair or Repaired in place								

PRESENT CONDITION OF THE	States if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt). When put on, Month Year.
Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	Boats
Caulking of Decks	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained.
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	(State if wedges removed)
Outside Plating	Rudder	Scuppers	Sails
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Equipment letter <u>Z</u>
Breasthooks	Windlass	Hatches	Anchors, No. of
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Chain Locker
Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails ditto	" length mean diam.
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	" Rule length size
Transverses		Transoms Pointers, & Crutches ditto	Hawser & Warps
Floors		Timbers of Frame at openings ditto	Standing and Running Rigging
Keelsons		Ditto Ditto at other places ditto	
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		Salting ditto (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel being now, so far as seen, in efficient condition appears worthy to remain as classed without fresh record of survey subject to rudder mainpiece (EW repairs) being specially examined at next dry docking.

Survey Fee (per Section 29) £ 25.00 : Fees applied for, Mar. 27 1939
 Special Damage or Repair Fee (if any) £ 10.00 : Sunday Fee 10.00
 Travelling Expenses (if chargeable) £ 4.00 : Received by me, 19
 Second Surveyor's Fee (if any) £ :
 Committee's Minute NEW YORK
 Character Assigned As new

Surveyor to Lloyd's Register of Shipping.



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